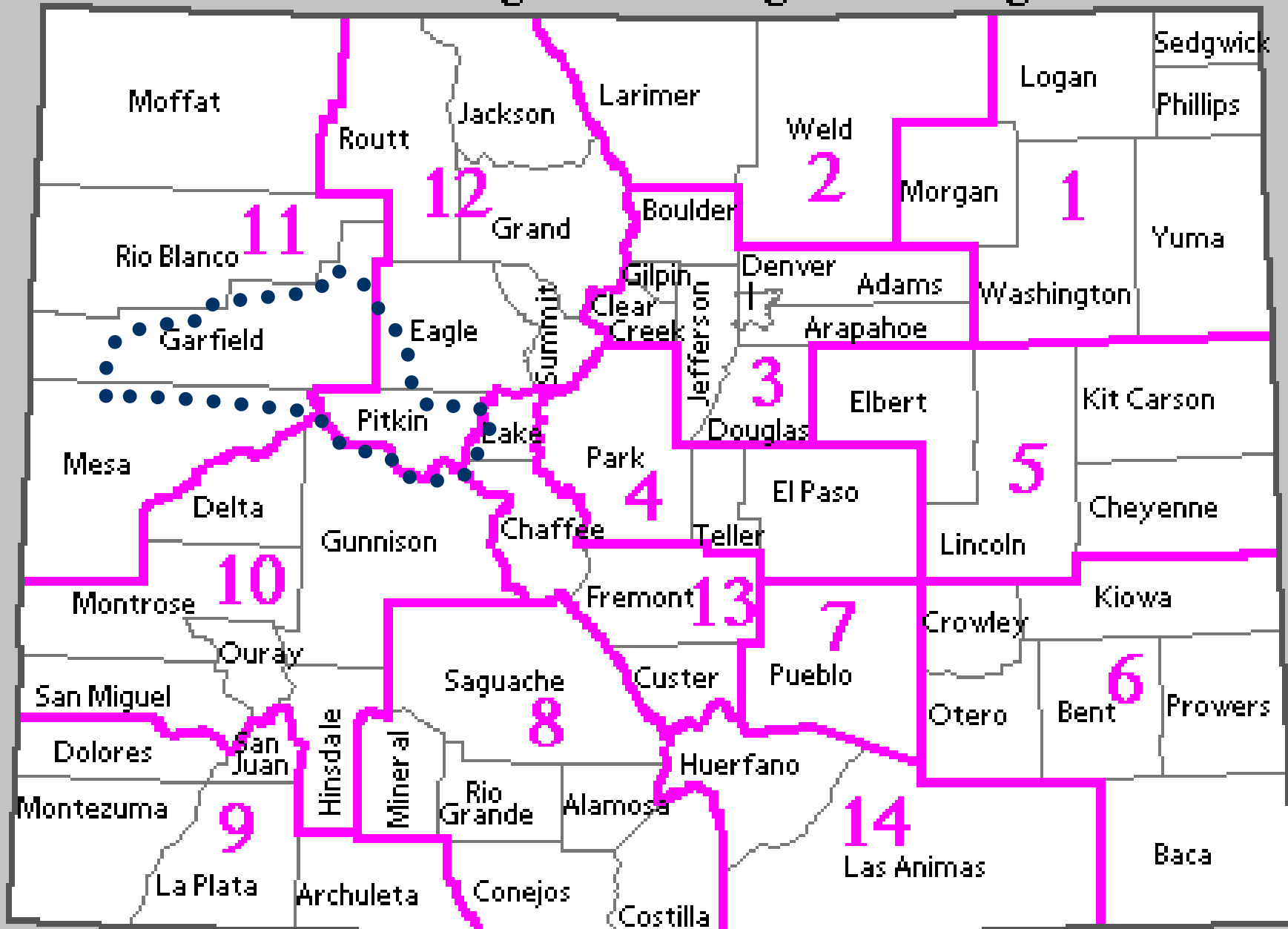


Community Indicators: **Making the data more meaningful**

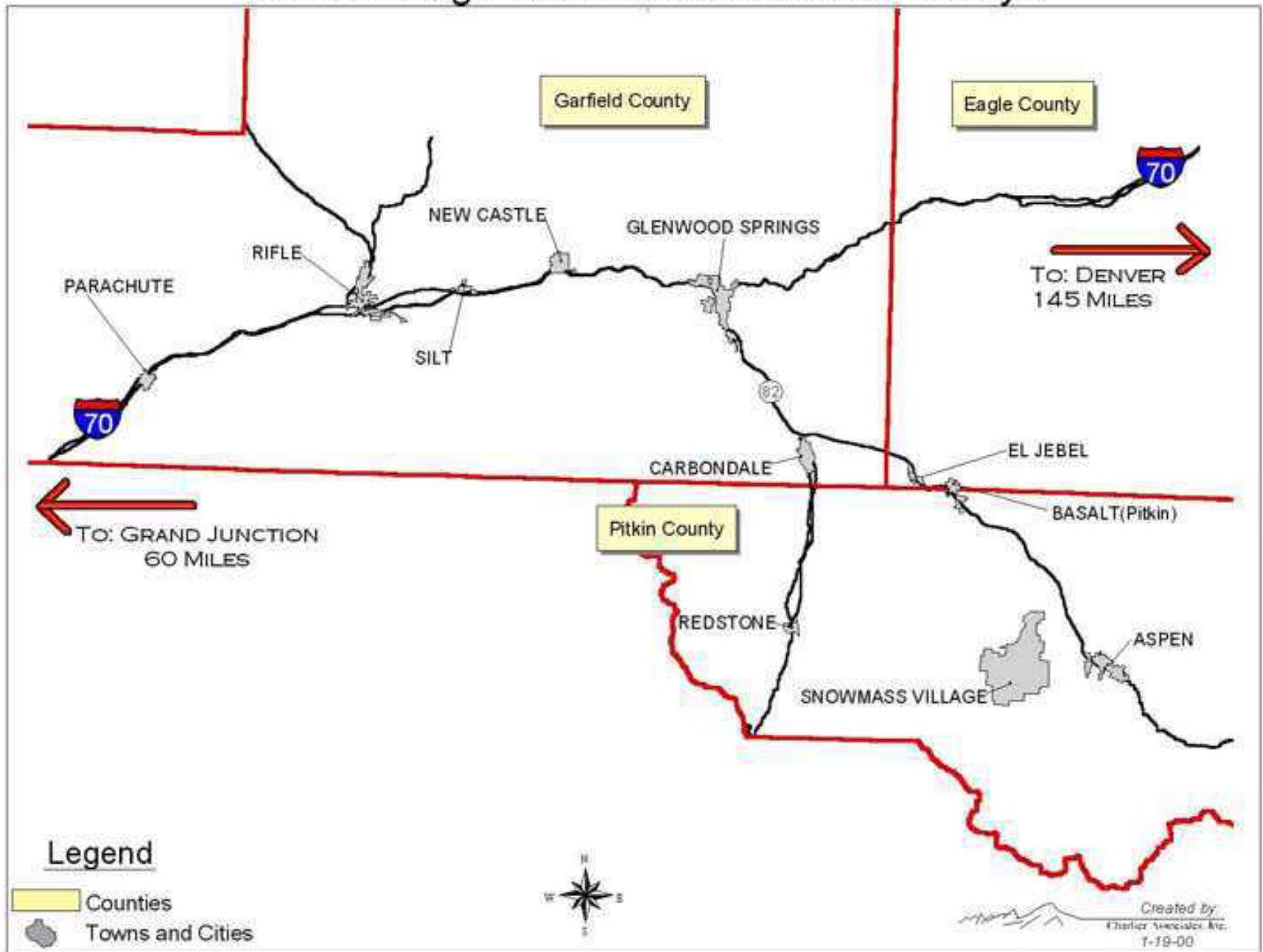
***Examples from the
Roaring Fork Valley***

Healthy Mountain Communities

State Planning and Management Regions



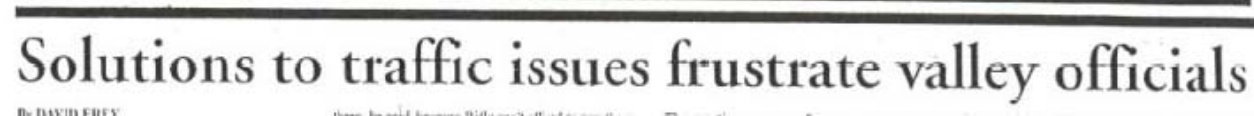
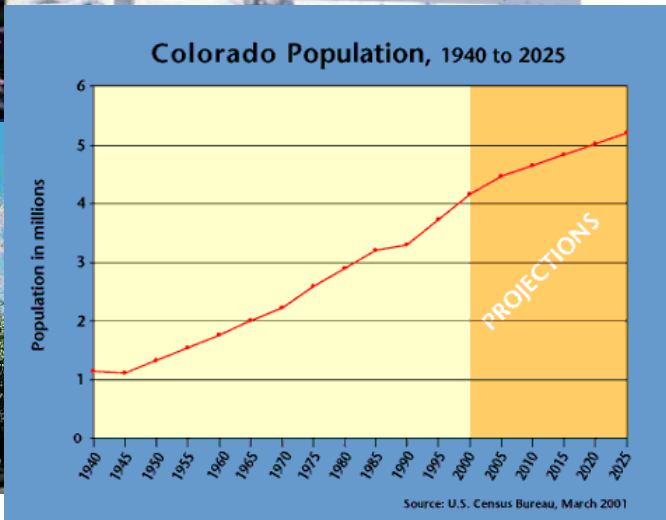
The Roaring Fork & Colorado River Valleys



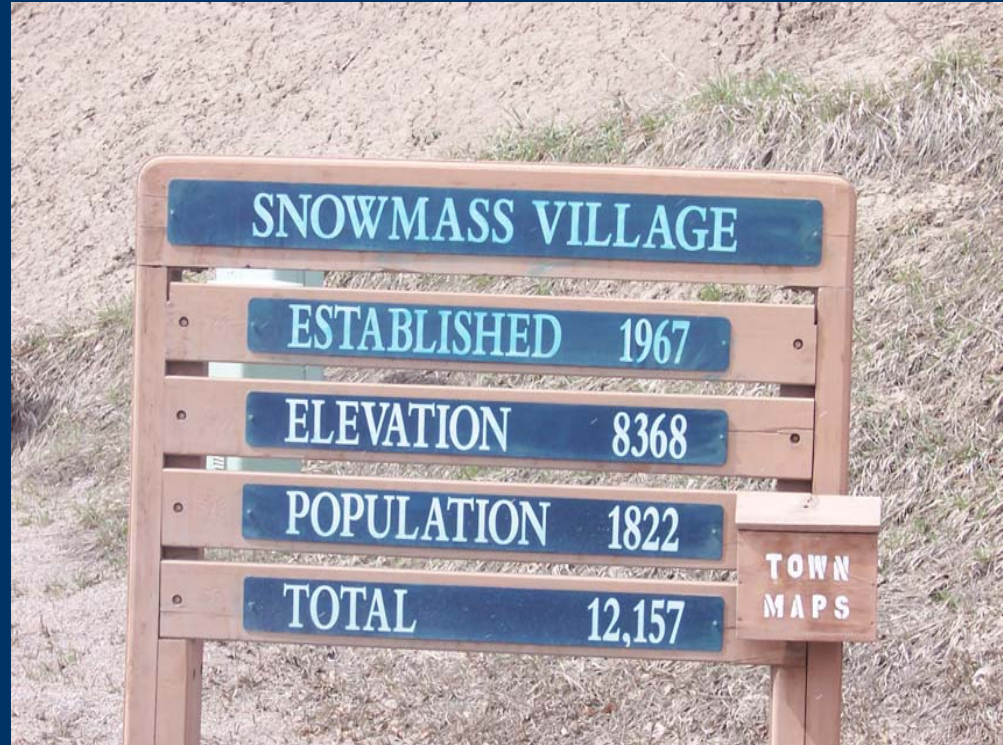
Why Community Indicators?

- **Inform and engage**
- **Common understanding & common ground**
- **Move debate to dialogue**
- **Foster collaborative problem-solving**

Tough problems know no boundaries



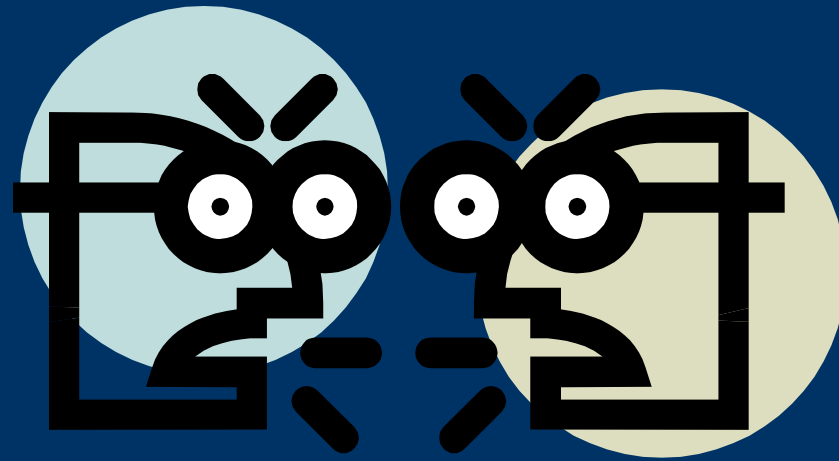
Community leaders face tough decisions with incomplete information



Our argument culture predisposes public debate as a battle



Polarized debate limits information we get to two sides



. . . and undercuts problem-solving

A perfect storm preventing problem-solving



Healthy Mountain Communities



501c3 Nonprofit Corporation since 1994

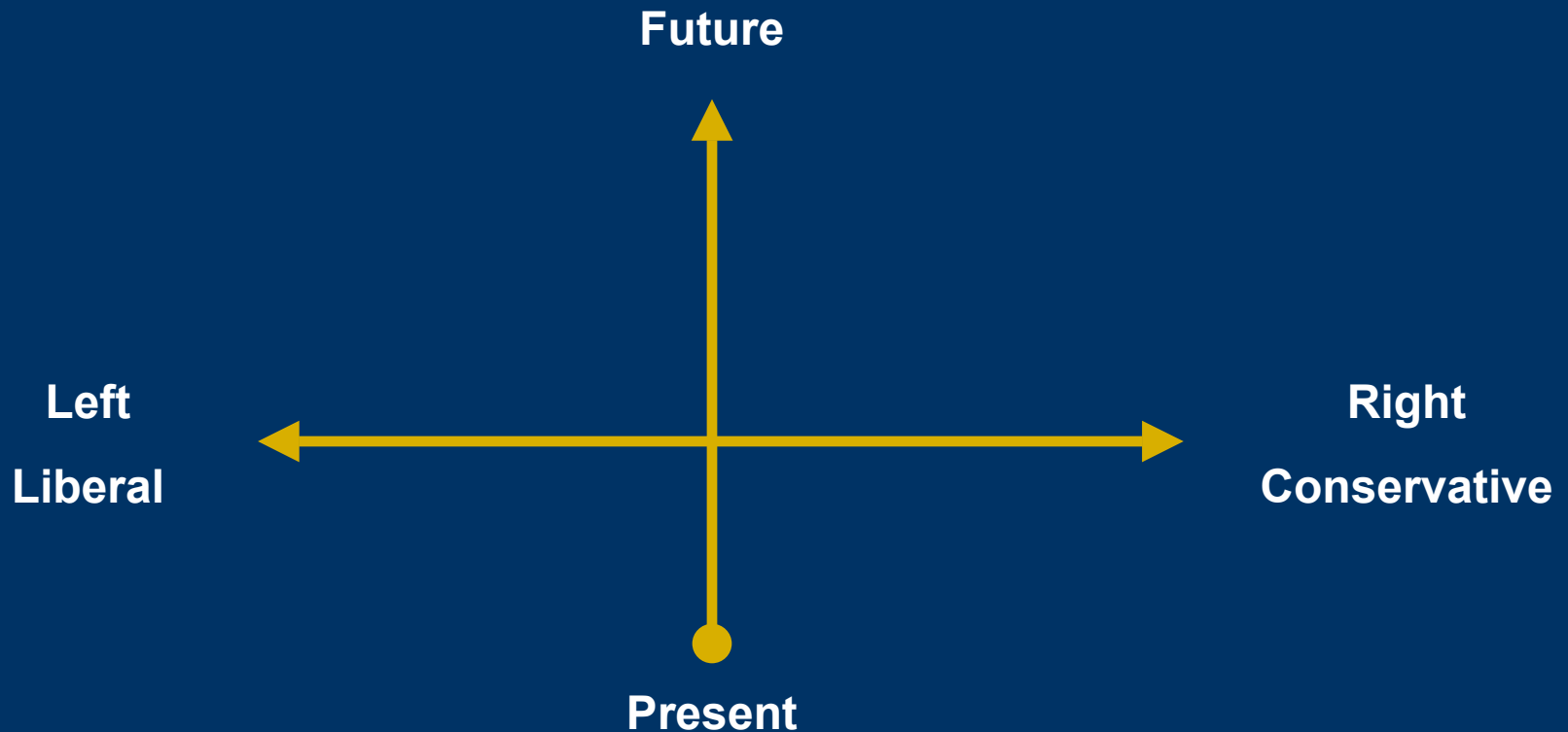
Board of Directors (currently 7)

- Citizens from region
- Local Elected Officials
- Local Government Staff

Funding Sources

- Contract Services
- Local Governments
- State Grants
- Private Foundations
- Individual Contributions

HMC's role: Move debate to dialogue

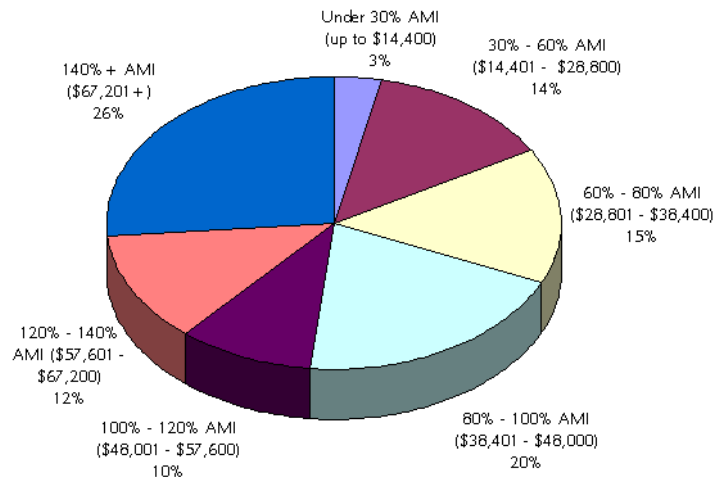


"Dialogue is a conversation with a center, not sides. It is a way of taking the energy of our differences and channeling it toward something that has never been created before."

- William Isaacs

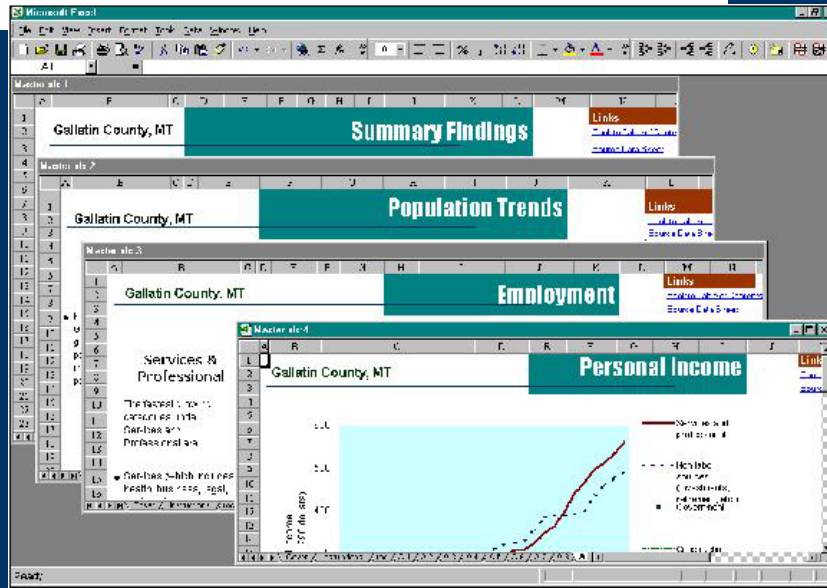
Localize data & build trust

Household Income Distribution as a Percentage of Area Median Income (AMI)
Basalt to Glenwood Corridor, 1998

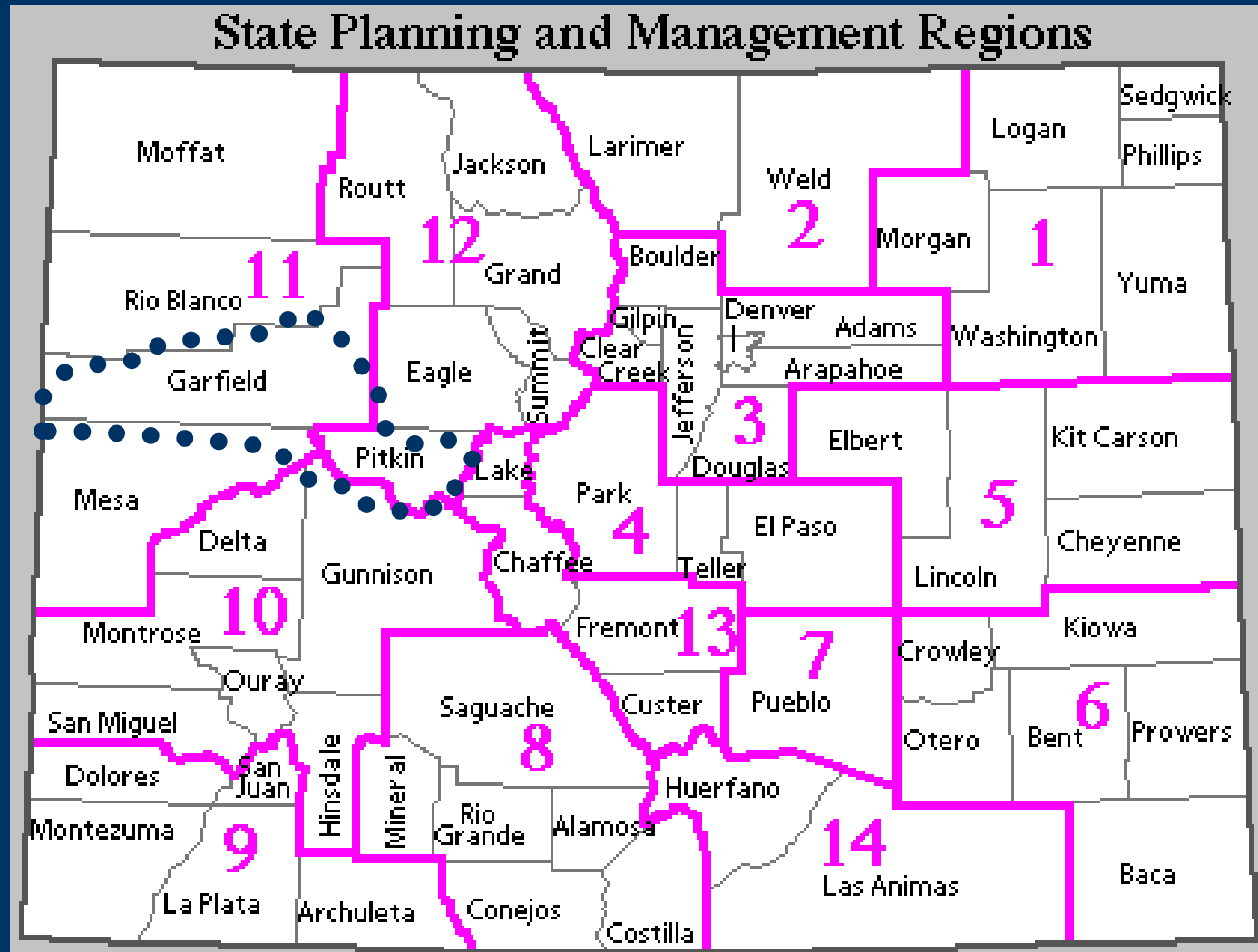


“Debate (courts, parliaments) works for deciding between already created alternatives, but it does not create anything new. We must listen and in dialogue for this to happen.”

- Adam Kahane

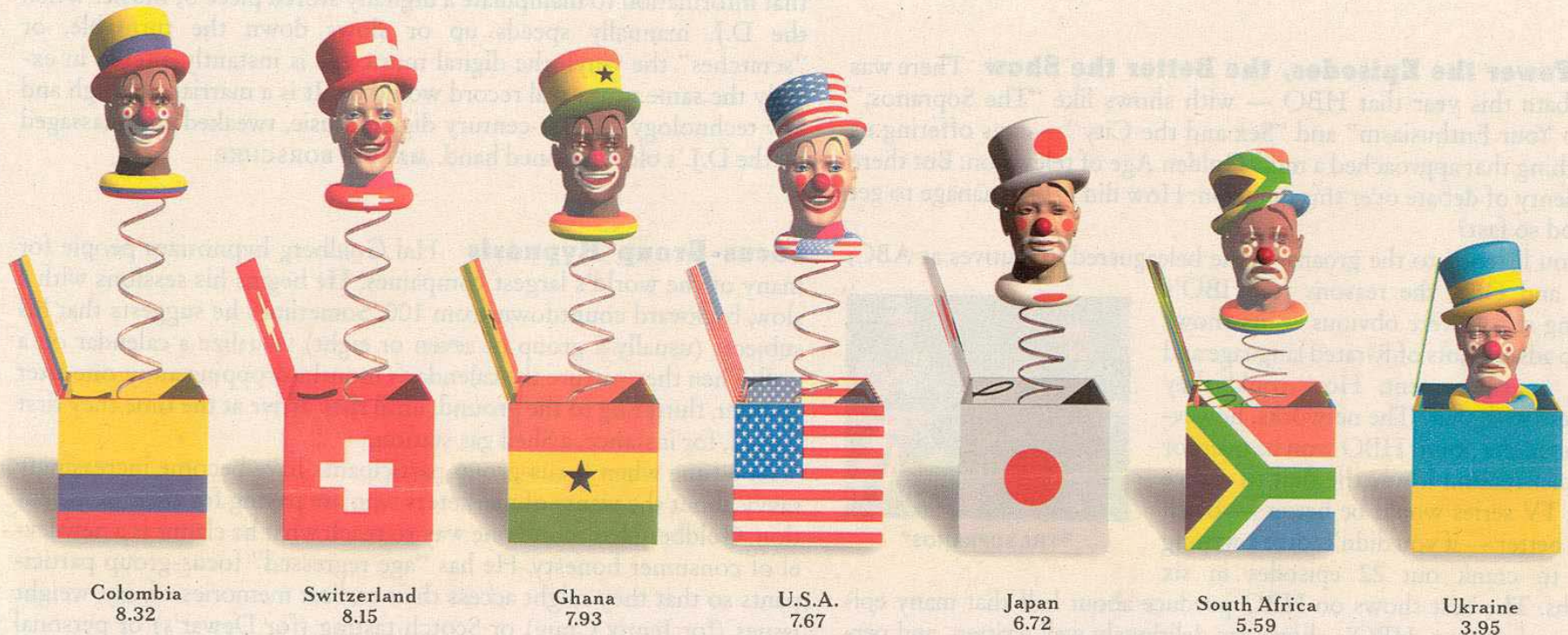


Think regionally



Beyond political and professional boundaries

Broaden the definition of health



COMPARATIVE HAPPINESS
Compiled from Ruut Veenhoven's World Database of Happiness.
Illustration by Moonrunner Design Ltd.

THE NEW YORK TIMES MAGAZINE / DECEMBER 9, 2001 69

... and the scope of the debate

Broaden the tools of engagement



**Procedural
problem solving**

Enlarge problem-solving possibilities

**“The quality of
engagement
determines the
quality of
outcomes.”**

-- David Chrislip

LOCAL & REGIONAL STUDY OF TRAVEL PATTERNS

Dear Resident,

Garfield, Pitkin and Eagle Counties, all of the city and town governments in the region, and CDOT are working together on a study of local and regional travel patterns. Information from this survey will help us gain an accurate picture of travel-based needs and activities and will help guide transportation changes and investments in the coming years.

To do this study effectively, we need your help. We are seeking your responses to this survey as an employee, resident and traveler in the region so that we can improve local transportation programs and plan for future needs. To thank you for your time and help, please detach and fill out the form at the end of the survey and return it with your set of 10 response envelopes to be entered in a drawing for one of ten \$50 gift certificates redeemable for groceries at City Market. The top 10 respondents will also receive bicycle safety lights courtesy of FFL.

Please be assured that your responses are completely **confidential** and will be used for planning purposes only. If you have any questions, you can contact Chris Carraro-Welby Sullivan at PRIC Associates, Inc., at 1-888-842-4772 (ask for). Please return your completed survey within ten days in the postage-paid envelope provided.

Marking Instructions

- Use a #2 pencil or black ball point pen.
- Do not use a felt tip pen.
- Make solid marks that fill the response completely.

SECTION I - RESIDENCE

1. Zip code:

2. Do you live in the area of:

<input type="checkbox"/> Aspen	<input type="checkbox"/> Glenwood Springs
<input type="checkbox"/> Silverthorne Village	<input type="checkbox"/> New Castle
<input type="checkbox"/> Breckenridge	<input type="checkbox"/> Vail
<input type="checkbox"/> Steamboat	<input type="checkbox"/> Telluride
<input type="checkbox"/> Edwards	<input type="checkbox"/> Park City
<input type="checkbox"/> Carbondale	<input type="checkbox"/> Leadville

3. Do you live within city/town or unincorporated part of your county?

☐ More people
☐ Unincorporated county

4. What county do you live in?

☐ Pitkin
☐ Garfield
☐ Eagle
☐ Other

SECTION II - EMPLOYMENT

1. How many jobs do you currently work?

Full-time ☐ Part-time ☐

2. What category best describes your typical work schedule?

CHOOSE ONE:

☐ Monday thru Friday, daytime
☐ Monday thru Friday, evening
☐ Monday thru Friday, night
☐ Weekend
☐ Mix of weekends and weekdays
☐ Floating schedule/weekdays
☐ Other

3. When is your PRIMARY place of work in the summer and in the winter? If you work in multiple locations or globally mark all that apply.

	Summer	Winter
<input type="checkbox"/> Aspen	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Breckenridge	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Carbondale	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Glenwood Springs	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Leadville	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Park City	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Silverthorne	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Steamboat	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Telluride	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Vail	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Other (specify location, include zip)	<input type="checkbox"/>	<input type="checkbox"/>

SECTION III - COMMUTING

1. Is a motor vehicle usually available to you for commuting to work? If you are in a carpool where someone else drives, check "yes."

☐ Yes (EOV 70-46) ☐ No ☐ Yes

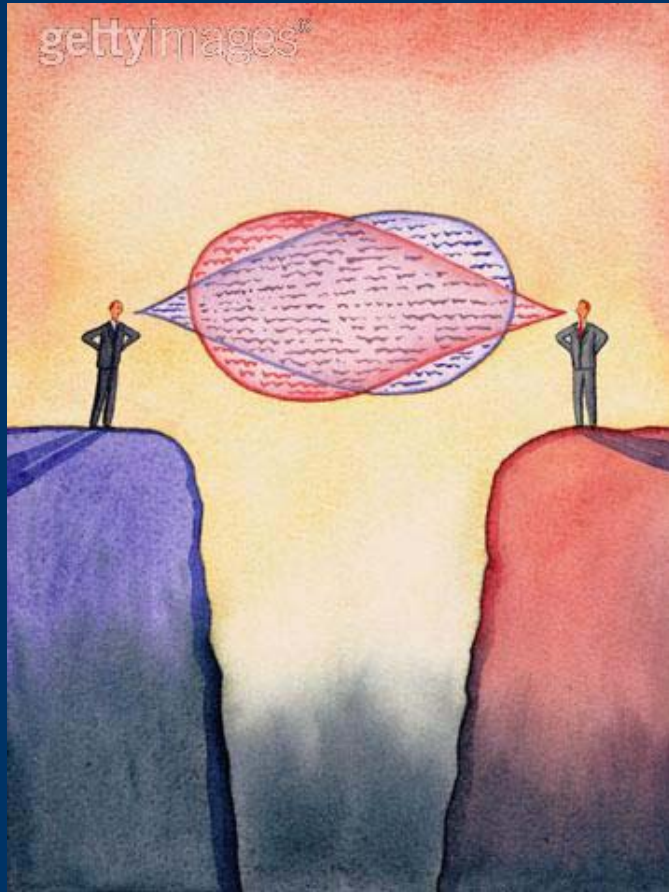
2. Who owns your commute vehicle?

☐ Self/Member of household ☐ Employer ☐ Other

3. What type of vehicle is it?

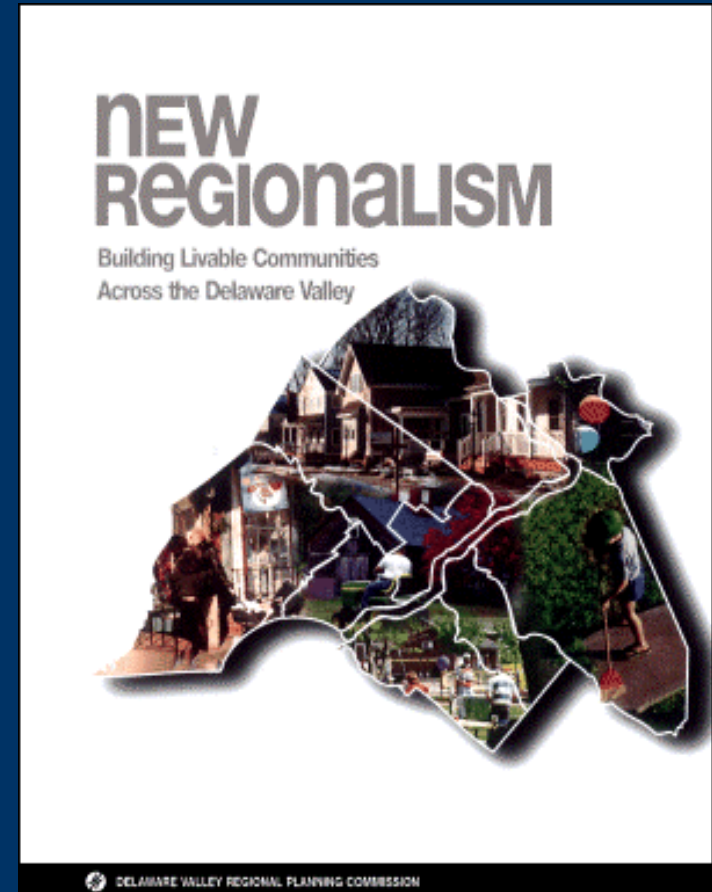
☐ Heavy truck - Class 8 or larger ☐ School bus ☐ School bus, 10-11.999 tons ☐ School bus, 12-17.999 tons ☐ School bus, 18-26.999 tons ☐ School bus, 27-33.999 tons ☐ School bus, 34-41.999 tons ☐ School bus, 42-50.999 tons ☐ School bus, 51-60.999 tons ☐ School bus, 61-74.999 tons ☐ School bus, 75-99.999 tons ☐ School bus, 100-149.999 tons ☐ School bus, 150-199.999 tons ☐ School bus, 200-249.999 tons ☐ School bus, 250-299.999 tons ☐ School bus, 300-349.999 tons ☐ School bus, 350-399.999 tons ☐ School bus, 400-449.999 tons ☐ School bus, 450-499.999 tons ☐ School bus, 500-549.999 tons ☐ School bus, 550-599.999 tons ☐ School bus, 600-649.999 tons ☐ School bus, 650-699.999 tons ☐ School bus, 700-749.999 tons ☐ School bus, 750-799.999 tons ☐ School bus, 800-849.999 tons ☐ School bus, 850-899.999 tons ☐ School bus, 900-949.999 tons ☐ School bus, 950-999.999 tons ☐ School bus, 1000-1499.999 tons ☐ School bus, 1500-1999.999 tons ☐ School bus, 2000-2499.999 tons ☐ School bus, 2500-2999.999 tons ☐ 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Foster collaboration



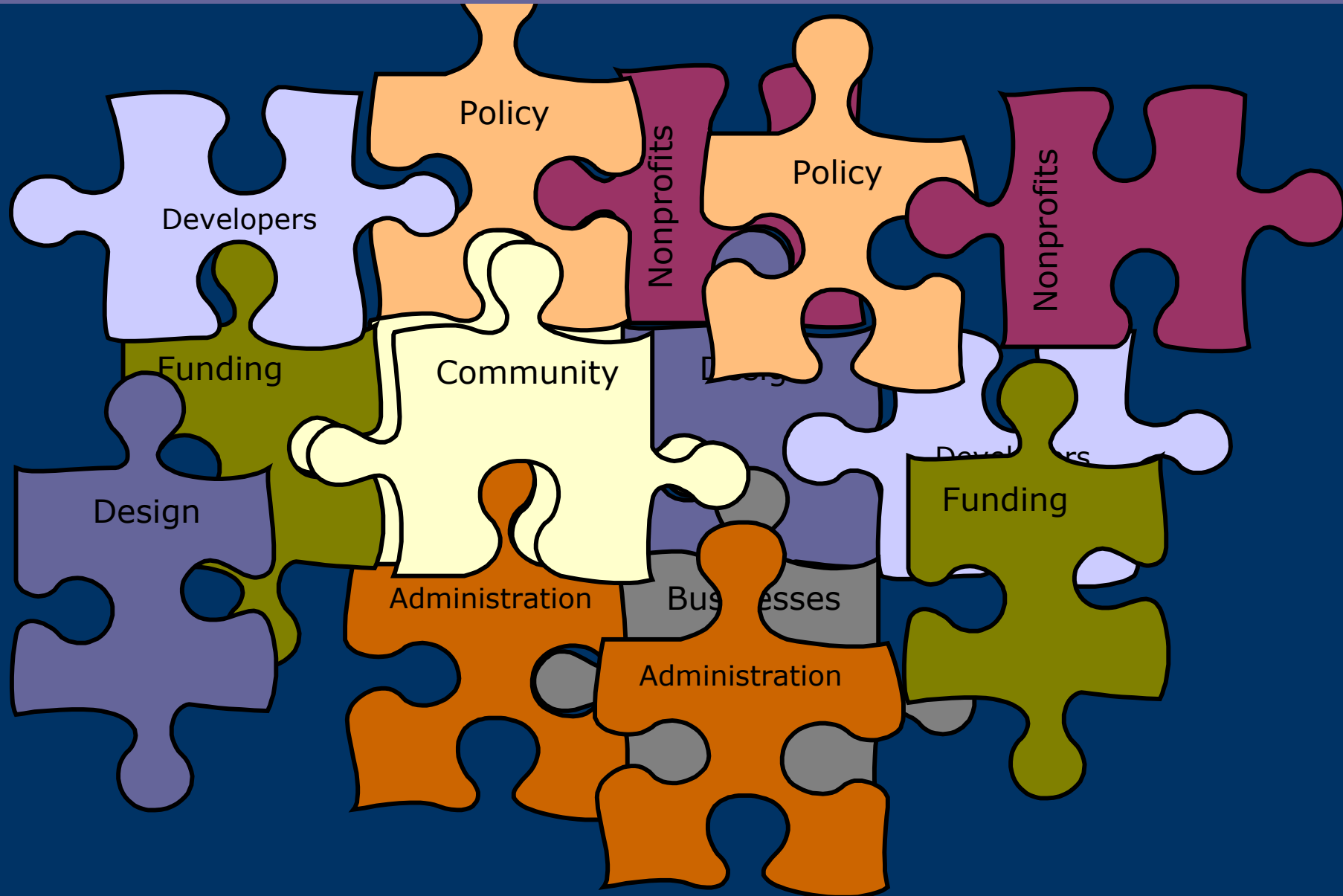
**“We have
more in
common
than in
conflict.”**

**- Rev. Wm
Sloan Coffin**



Turn sides into innovative solutions

Enlarge the possible solutions



Community Indicators: A tool for engagement

Healthy Community Indicators

*A Tool for Sustainable Development
in the Roaring Fork & Colorado River Valleys*



A Report on Long Term Trends in Our Region

February 1996

The Sustainable Roaring Fork Valley Committee
&
Healthy Mountain Communities

TRANSPORTATION



Glenwood Post

35¢

VOLUME 106 • NUMBER 202

16 PAGES • 2 SECTIONS

FRIDAY, AUGUST 30, 1996

GLENWOOD SPRINGS, COLO.

Solutions to traffic issues frustrate valley officials

By DAVID FREY
Post staff writer

It's not a new story.

The people who work in the town can't afford to live in the town, so they commute. Traffic congestion worsens. Domestic violence rates worsen. Quality of life worsens.

The story could be about Aspen, or Carbondale, or Glenwood. Now, Rifle, once considered the affordable alternative to more expensive upvalley towns, is the latest to voice the same complaints.

"It's very sad," said city official Sandy Vaccaro. The town has trouble attracting new police officers

there, he said, because Rifle can't afford to pay them enough to live there.

Vaccaro's concerns offered one more example of how downvalley communities are sharing the same problems with their upvalley neighbors.

Vaccaro was among representatives from Rifle, Silt, Glenwood Springs, Carbondale, Aspen and Eagle and Pitkin counties who gathered in Carbondale Thursday night in a transportation roundtable more to share problems than to reach solutions.

The discussion was hosted by Healthy Mountain Communities, a nonprofit group that studies regional issues.

The meeting was one of numerous recent meetings between area governments to discuss growth problems they face, which often result more in discussions than solutions.

That tendency frustrated Pitkin County Commissioner Mick Ireland, who angrily urged officials to throw away their agenda and delve into more substantive topics.

"If we put the schedule in front of the objective, we're not going to get anything done," he said. "Are we really serious about doing this and having valley-wide discussions?"

Ireland used Thursday's meeting to push his own

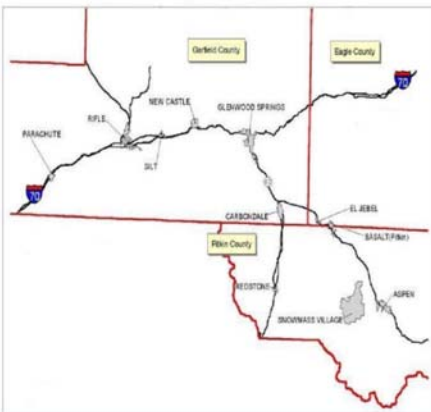
"save and build" approach to a valley rail system, which he said looks beyond current transportation problems to save money to solve anticipated transportation woes expected 20 years forward.

Ireland's plan would set aside revenues from a half-cent tax for rail and form a 1-mill taxing district between Aspen and El Jebel, placing those monies in an escrow account. Voters would need to approve construction of the rail system when funds were available. In the meantime, two new lanes would be built on Highway 82 to relieve S-curve congestion.

Please see 'Traffic,' Page 1A

Connecting data to local issues

LOCAL AND REGIONAL TRAVEL PATTERNS STUDY



1998

HEALTHY MOUNTAIN COMMUNITIES

Supplement state data with local data

Survey finds commuting life not just an Aspen problem

■ More than half of Glenwood's workers live elsewhere

By Robert Ward
Aspen Times Staff Writer

It's no secret that more than half of Aspen's work force lives outside of town. But the same may well be true for Glenwood Springs.

A new study of regional travel patterns in the Roaring Fork Valley region shows that Glenwood, like Aspen, actually houses only 40 percent of its workers.

"At both ends of the valley we

have the same problem," said Colin Laird of the regional nonprofit Healthy Mountain Communities. "All of those people show up in the morning and leave in the evening, and there is lots of traffic."

Laird and transportation consultant Jim Charlier recently unveiled the preliminary results of a \$50,000 transportation study funded by local governments and a grant from the Governor's Office of Energy Conservation.

While all the numbers aren't in, they are confident that the preliminary numbers paint a fairly accurate picture of commuter behavior in the valley. Surveys were mailed to 200 employers and about 2,500

individuals, and about 450 have been returned so far.

"We've gotten a good response rate so far — about 15 percent — and we're hoping to get it even higher," Laird said Friday.

Generally speaking, the study shows a commuting work force that moves in various directions at different times of day, a picture more complicated than the simple upvalley-downvalley round trip to Aspen.

The wintertime survey, which Laird said should be duplicated in the summer for a more thorough picture, shows about 14 percent of Glenwood's work force commuting

■ See Survey on page 14A

82% in Glenwood drive to work alone

Survey shows untapped demand for downvalley transit

By BERNIE GRAUER
Post staff writer

CARBONDALE — A large, untapped demand for mass transit exists below Carbondale, where little or no transport exists today, according to a travel patterns survey sponsored by Healthy Mountain Communities.

With 23 percent of Carbondale residents commuting by bus and 30 percent of Basalt residents doing the same, the fact that less than one percent of Glenwood and downvalley residents use the bus attests to that pent-up demand.

"Although the average bus trip is subsidized by about \$1.68, the savings to the valley in pollution, congestion and traffic delays has a real value to the community," said Dan Blankenship, general manager of the Roaring Fork Transit Agency.

Many transit critics have suggested that mass transit only relieves about 5 to 10 percent of highway traffic, but the potential for mass transit in our valley is much greater, said Jim Charlier, the travel survey consultant.

Not surprisingly, communities with the best bus service have

the lowest percentage of drive-alone commuters. Drive-alones make up 39 percent of Basalt residents, 46 percent of Aspen residents and about 55 percent for El Jebel and Carbondale.

Glenwood leads the valley with 82 percent of drive-alone commuters, with downvalley communities close behind. Only 44 percent of Glenwood residents work in the city. The Glenwood commuter drives an average of 14.6 miles to work, one way.

The average valley commuter travels 18.3 miles one way. Aspen commuters drive only an average of 5.2 miles one-way, while Rifle and Silt residents drive almost 30 miles and Parachute residents drive an average of 36.9 miles.

"People know that rents are less expensive as you move downvalley; however, they may not be aware of size of commuting costs," Charlier said. Using a cost of auto travel of 45 cents-per-mile, Parachute households are spending over \$14,000 a year, about 28 percent of household income, to get to work, according to the survey.

Getting people together



One Valley, One Newspaper



ROARING FORK
SUNDAY

Aspen, Snowmass Village, Woody Creek, Basalt, El Jebel, Carbondale, Glenwood, Rifle

APRIL 27- MAY 3, 1997 • Vol. 2 No. 24 • FREE

Nights At The Roundtable

■ Over Pizza, Soda, Officials From Aspen To Parachute Gather Momentum To Solve Our Regional Transportation Problems

BY DONNA J. DOWLING
Roaring Fork Sunday Writer

A little-publicized cadre of officials from Aspen to Parachute has been gathering in recent months over pizza, cookies and sodas, and after only eight dinner meetings the group seems to be emerging as a new force — pushing for regional transportation planning for the Roaring Fork and Grand valleys.

Among its accomplishments the group helped get state legislation drafted, sponsored and passed this winter that will allow regions like ours to form rural transportation districts. Before the legislation, forming such districts wasn't a legal option outside metro Denver.

Gov. Roy Romer is expected to sign the bill into law soon.

Another accomplishment: all 12 governments

Please turn to **ROUNDTABLE**, Page 6 →

“Dynamic places have dynamic problems. The West has plenty. Resolving these problems will require dynamic, healthy conversation in communities.”

- Frank Allen
Institute for Journalism & the Environment

Enlarging the possibilities



CALCULATING THE COSTS OF GROWTH

MODELS, METHODOLOGIES, AND REVENUE STREAMS



Regional Transportation & Land Use Summit

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you want the future
to look like?
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Saturday, November 15
Hotel Colorado
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Common understanding moves debate to dialogue

NOVEMBER 24-30, 1996 • Roaring Fork Sunday • PAGE 23

BUSINESS & REAL ESTATE

State Rep. Russell George

"I just don't want to include anyone who is not interested. It's just too volatile"

New Multiple-County Transit District Is Gleam In Eye of Valley

BY DONNA J. DOWLING
Roaring Fork Sunday Writer

It would take an unprecedented spirit of regional cooperation, but nearly two dozen elected officials from Aspen to Parachute seemed eager last week to pursue details on forming a multi-county transit district that could solve tricky transportation woes in the Roaring Fork and Colorado River valleys.

Such a new taxing district — which must be created by the Colorado legislature — is still a gleam in the eye of elected officials, who heard some strategy ideas from state Rep. Russell George (R-Rifle).

With the state legislative session poised to begin, George told the regional gathering that he would pursue information about what it would take to form such a district.

The legal aspects of it would be simple, he said. The hard part will be getting voter support and warding off any mass protest down at the state capital when the idea first gets a hearing.

"I'm much more concerned about the politics," said George.

Jacque Whitsitt, a Basalt trustee

who has researched the Rural Transportation Authority bill that failed during last year's legislative session, outlined how the bill came to exist and why it went down.

In essence, the bill would have allowed statewide rural areas the ability to create transportation authorities outside Metro Denver. If a community were to pursue such a district, it would still ultimately require voter approval.



Russell George

The bill may have failed because it appeared late in the legislative session and there wasn't time for coalitions to get behind it, said Whitsitt.

"That's a whole different picture this year," she said.

A similar bill could reappear during the upcoming legislative session. Whitsitt and a handful of other elected officials agreed to meet as a subcommittee of the Healthy Mountain Communities Transportation Roundtable to track that proposed legislation, outlining how this region's elected officials could influence the process.

George's approach seemed to focus more regionally versus statewide.

He talked about the specifics that were needed to even begin to draft a

Please turn to TRANSIT, Page 28 →

Area governments may band together

By Robert Ward
Aspen Times Staff Writer

A transportation district covering the entire Parachute-to-Aspen region could raise an estimated \$4 million per year for bus, road and rail needs.

Elected officials from 12 local governments continue to move ahead with plans for a regional district to help residents and tourists move around within the Roaring Fork and Colorado river valleys. A recent analysis conducted as part of the effort confirmed the agency's potential financial muscle.

The state government recently gave cities and counties the ability to jointly create interjurisdictional agencies to raise and spend money on transportation. The agencies are empowered to levy sales taxes of up to four-tenths of a penny. They can also charge car registration fees and farebox fees on buses and other forms of public transit.

Such an entity is seen as a possible way out of the transportation problems that plague the upper Roaring Fork Valley, and increasingly its downvalley neighbors. Three counties and nine municipalities are considering it locally, and representatives

from most of those jurisdictions agreed last week to continue moving ahead with the idea.

"At this meeting we tried to figure out, 'Now that we have the tool, do we want to use it?'" said Colin Laird of Healthy Mountain Communities, a local nonprofit

"At this meeting we tried to figure out, 'Now that we have the tool, do we want to use it?'"

- Colin Laird,
Healthy Mountain Communities

organization facilitating the effort. "People basically said, 'Yes. We want to use it.'"

The \$4 million figure assumes that a four-tenths of a penny sales tax would be

■ See District on page 11

The RTA is a terrific deal for the entire valley!



Sam Skramstad
Mayor
Glenwood Springs



Randy Vanderhurst
Mayor
Carbondale



Mike Manchester
Mayor
Snowmass Village



Rachel Richards
Mayor
Aspen



Rick Stevens
Mayor
Basalt



Tony Hershey
City Councilman
Aspen



Marianne Virgil
Executive Director
Chamber Resort Assoc
Glenwood Springs



Don Vanderhoof
Councilman
Glenwood Springs



Walt Stowe
Commissioner
Garfield County



John Foulkrod
Builder
Carbondale



Steve Davis
Business Owner
Glenwood Springs



Jacques Whitsett
Councilwoman
Basalt



Diane Moore
Former President
Chamber Resort Assoc
Aspen



Jeanne Goley
Olympic Cyclist
Glenwood Springs



Auden Schendler
P & Z
Commissioner
Carbondale



Bob Zsells
City Councilman
Glenwood Springs



Mary Steinbrecher
City Councilwoman
Glenwood Springs



Theo Bird
Senior
Carbondale



Olivia Emery
Architect
Carbondale



Randy Utall
Energy Expert
Carbondale



Jan Krueger
School Finance
Director
Glenwood Springs



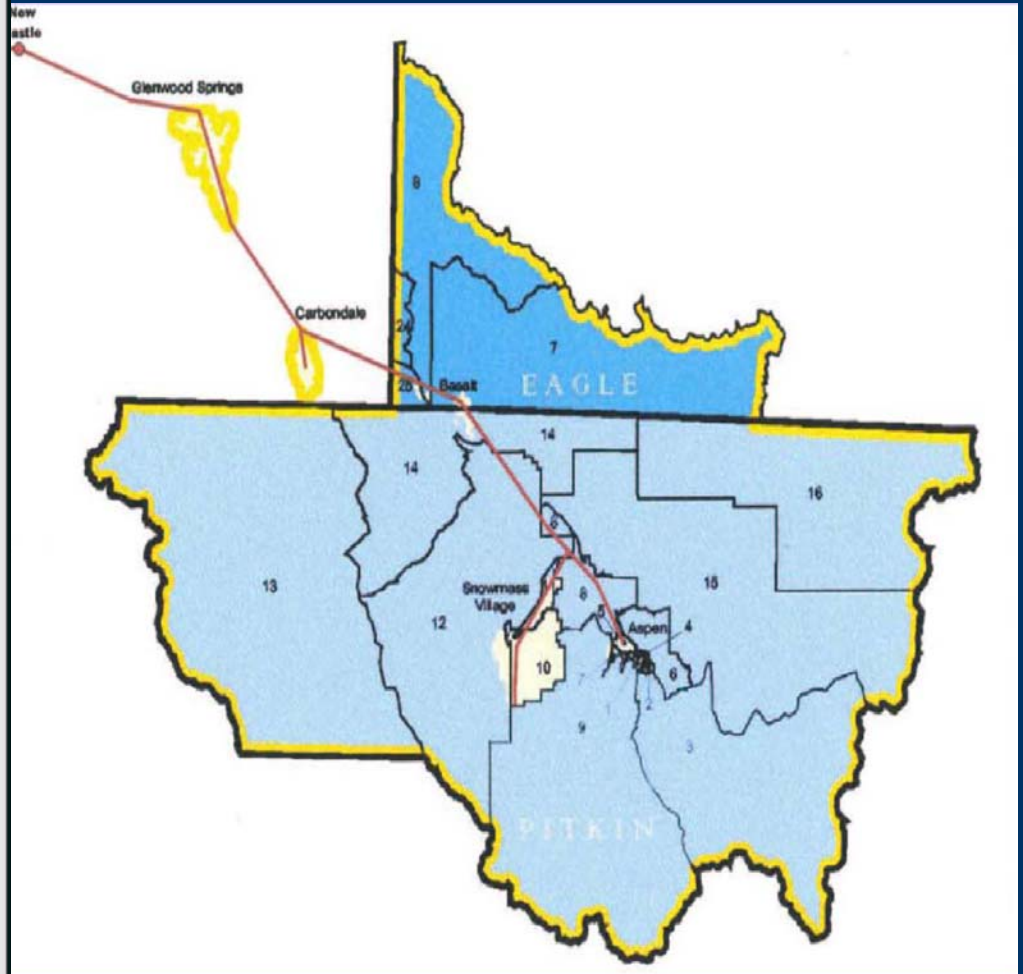
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RTA

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George Brown & Dan VanDuyn, owners for additional information:
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RTA yes!



AFFORDABLE HOUSING



Aiming to pin down housing's moving target

By JOHN STROUD

Sunday, July 25, 1999

For as long as affordable housing, or the lack thereof, has been a concerning issue for communities in the resort-driven real estate markets of western Colorado, the term affordable has been one of the most nebulous words to define. What to do about the problem has been an even bigger dilemma.

Lacking a clear definition of the issue, local governments have been slow to respond, often recognizing that there is indeed a problem, but with no real consensus on how to address it.

Regional Affordable Housing Initiative

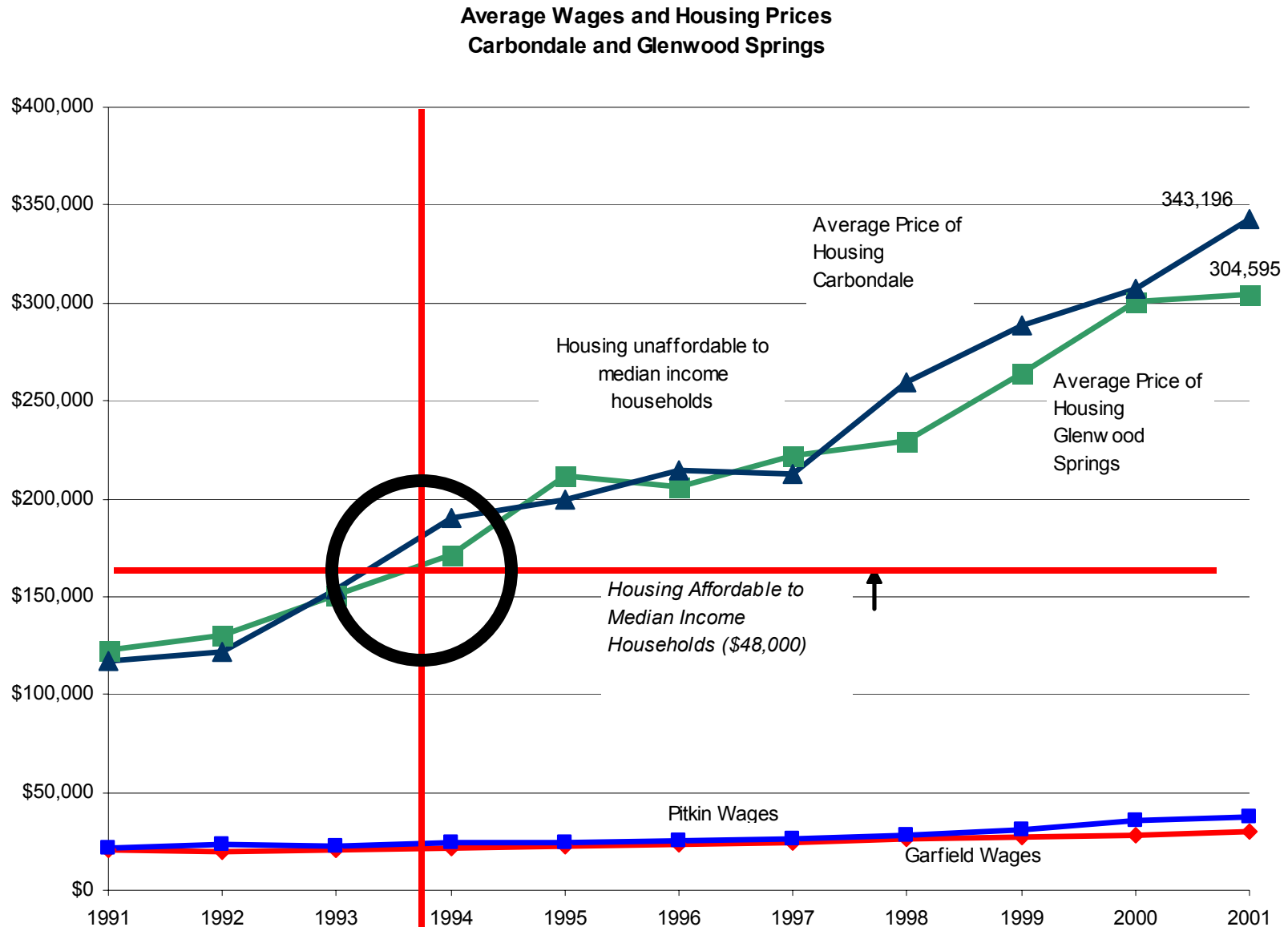
Basalt ♦ Carbondale ♦ Glenwood Springs ♦ Eagle County ♦ Garfield County



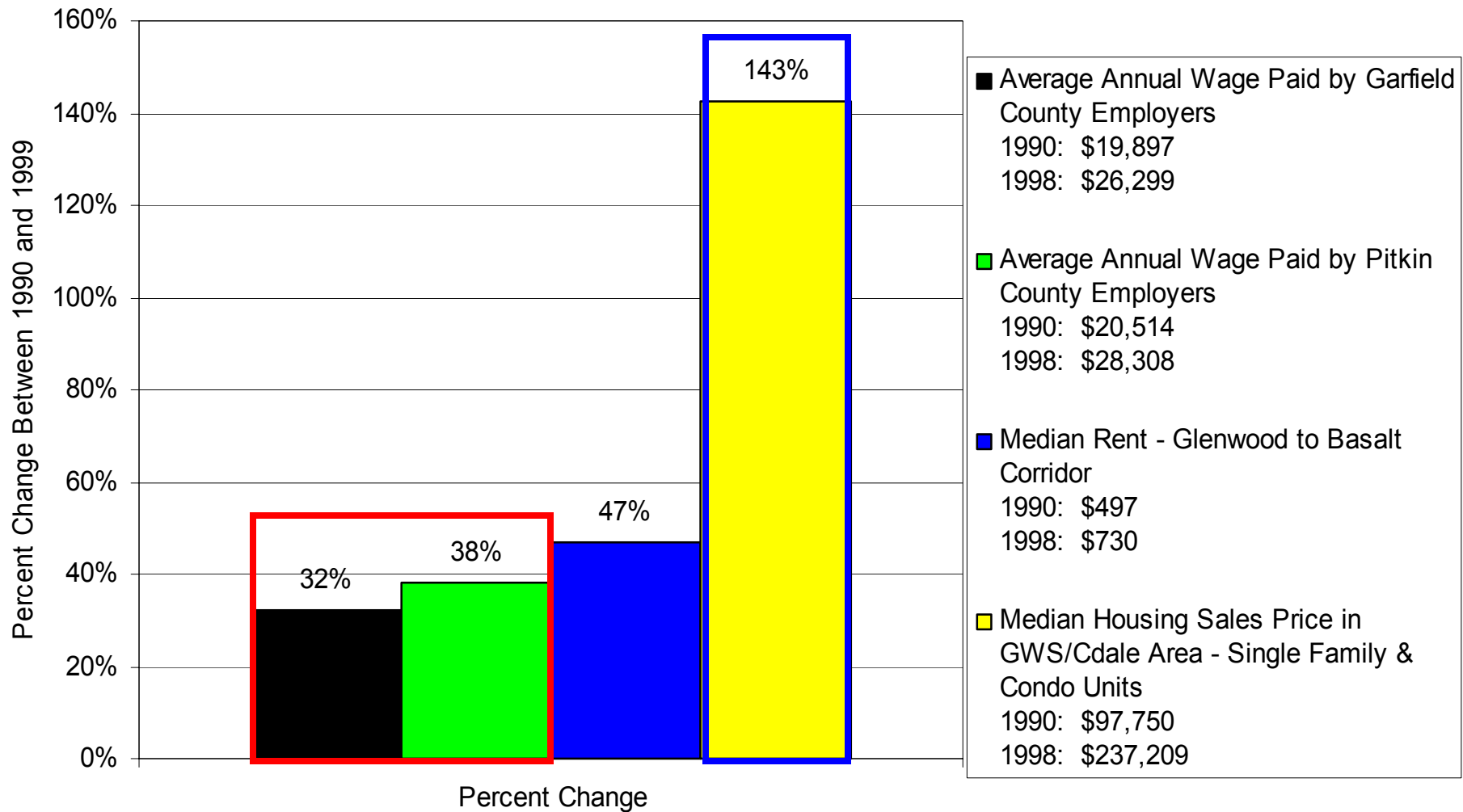
- 1998-2000
- Nexus Analysis
- Tool Analysis
- Legal Analysis
- Model ordinances
- Administrative structure

Elected officials, planners, citizens, & business representatives participating because they believed they could not solve the issue alone

Localize data

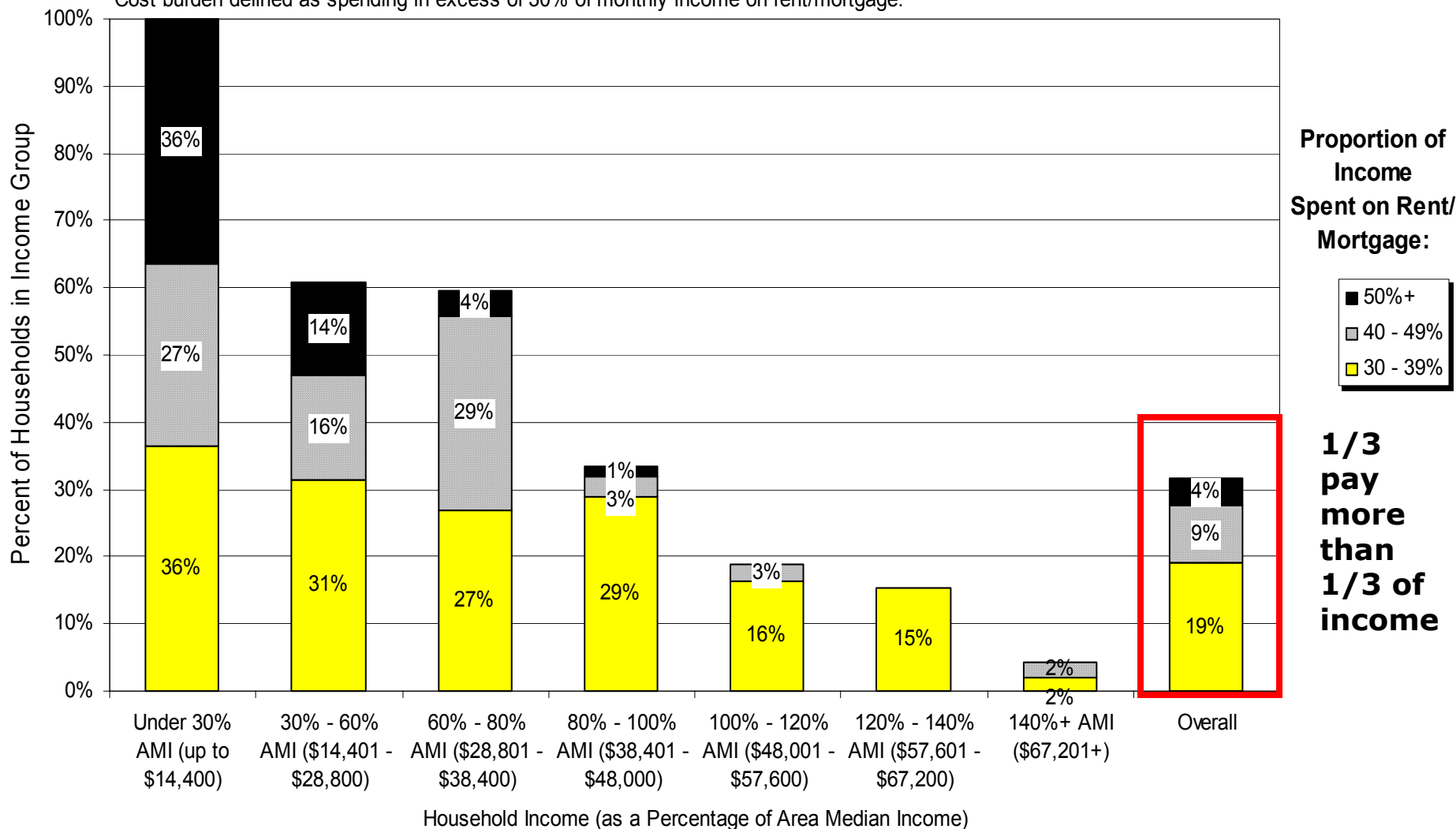


Percentage Change in Wages and Housing Prices in the Glenwood - Basalt Corridor 1990 to 1998

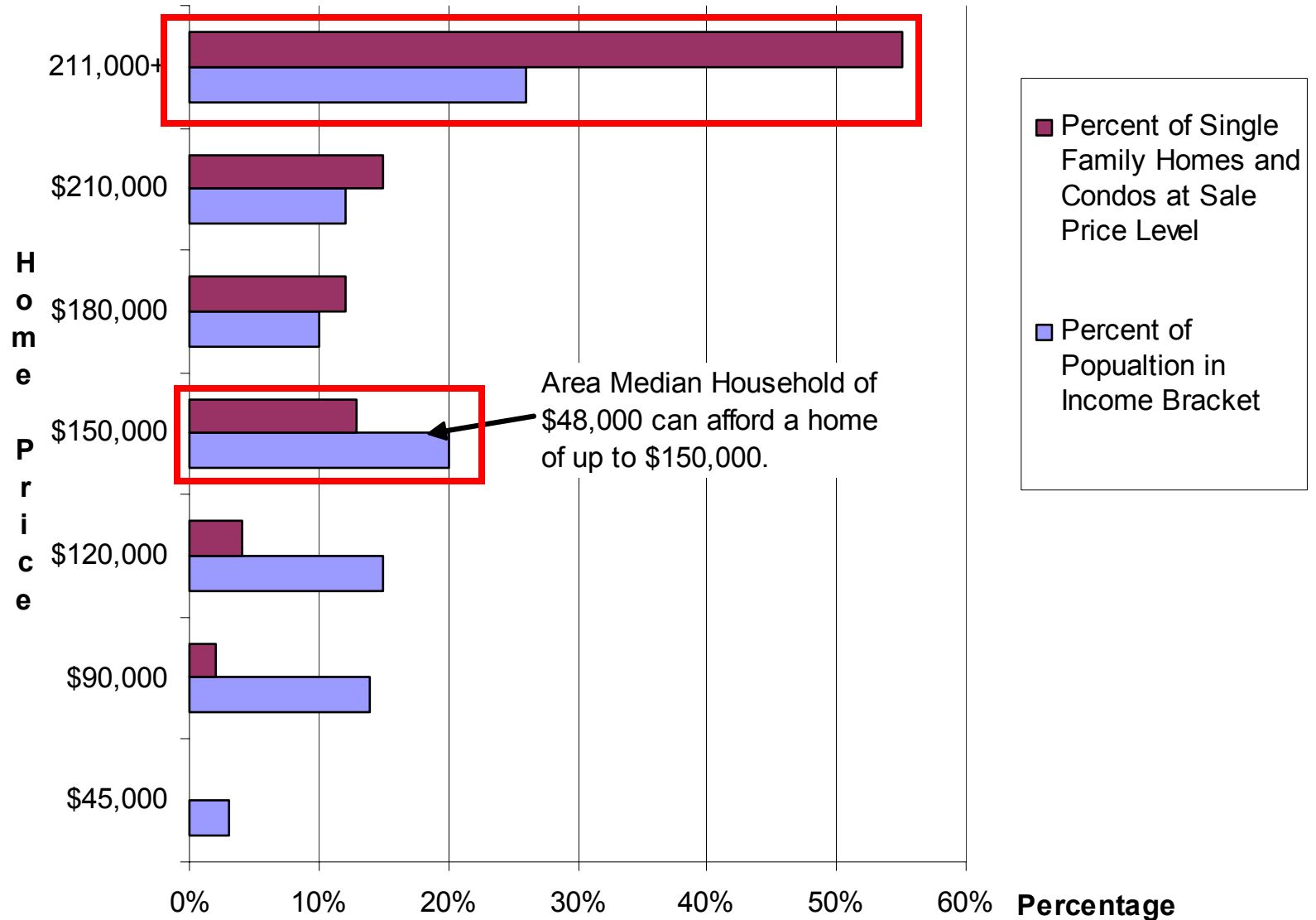


Proportion of Households Which Are Experiencing a Housing Cost Burden* by Income Bracket - Basalt to Glenwood Corridor, 1998

*Cost burden defined as spending in excess of 30% of monthly income on rent/mortgage.



Percentage of Population vs. Percentage of Home by Income/Affordability Bracket, Basalt to Glenwood Springs, 1998



Regional Housing Summit

September 2001

REGIONAL AFFORDABLE HOUSING INITIATIVE

Carbondale ▾ Garfield County ▾ Glenwood Springs ▾ Basalt ▾ Eagle County



Final Report

Smart Growth Regional Partnerships Program
Colorado Department of Local Affairs



C'dale adopts affordable housing regs

15 percent of all new housing to meet pricing standards

By John Stroud

Valley Journal staff writer

October 11, 2001

The Carbondale Board of Trustees took a major step in the arena of affordable housing Tuesday night, voting 6-0 to adopt an ordinance requiring 15 percent of homes in new residential developments to meet affordability standards.

The so-called Inclusionary Housing ordinance takes effect immediately, in the interest of "preservation of public, health, safety and welfare," as determined by the town's elected officials.

glenwood

INDEPENDENT

It's the only town
in the valley
without affordable
housing mitigation

By Donna Daniels
Staff Writer

If you write it, they will come. That was the mantra of the Regional Affordable Housing Initiative group, that pitched municipal ordinances that would lock into place mitigation standards for future housing developments.

Initiative task force members met with Glenwood Springs City Council and Housing For Tomorrow members at a workshop Thursday evening to present the findings of a six-month study funded by an \$84,000 grant from the state Department of Local Affairs Smart Growth program.

The study was also fueled by matching funds from local governments between Basalt and Glenwood Springs. Healthy Mountain Communities administered the initiative.

An outgrowth of the study is a set of readymade affordable housing mitigation ordinances that with a little tweaking could become part of a municipality's housing code.

And that's apparently what the Glenwood Springs City Council liked. With little or no effort they could be in the affordable housing business.

"That's the beauty of the process. This is really a working handbook. We just have to decide collectively what are the important thresholds," Glenwood Springs City Planner Andrew McGregor said of the initiative's model ordinances.

ed affordable housing. A second ordinance, called commercial linkage, would be applied to commercial developments and require them to provide affordable housing based on the number of employees expected to be generated by the project.

Density bonuses or incentives, such as a streamlined application process, for granting housing densities higher than the underlying zoning, was a third proposal. The fourth ordinance would create a specific affordable housing zone over that could be applied to any residential zone district to encourage higher density and clustered development.

Initiative consultants RCC Associates of Denver also recommended regional administration of affordable housing, either through a new organization or an existing agency such as the Garfield County Housing Authority.

Glenwood Springs is the first community to be approached by Healthy Mountain Communities to adopt the ordinances. It is the only community in the valley that does not have some sort of affordable housing mitigation standards in place.

Garfield County, Carbondale and Basalt each have regulations that require some percentage of new developments be deed restricted affordable housing.

"That's the beauty of the process. This is really a working handbook. We just have to decide collectively what are the important thresholds."



Carpenter Brian Eastman works in a house under construction in West Glenwood. The city is considering ordinances that would mandate affordable housing be included in new housing projects. Jim Noelker photo.

council, said affordable housing should not necessarily not be required on the site of the project.

River Valley Ranch in Carbondale. "What do they call it, Tinker Town."

Basalt Town Trustee Jacque Whitsitt said her council kept mitigation on-site with a purpose. "We're trying to keep the town socially integrated," she said.

Members of the housing initiative task force urged the council to adopt the recommended ordinances.

"I sat through the Cardiff Glen hearings and we couldn't do anything because there is nothing in place," said Sheila Markowitz. "We've got no teeth in anything."

Road allow 20 percent of the homes to be partially subsidized, making them affordable to buy and then be deed restricted.

"It's morally wrong to sit on it any longer," said task force member Phil Wheelock.

Councilman Bob Zanella wanted to know how a regional administration would work. Would the various municipal ordinances have to be identical?

"It would be wise to standardize as closely as possible the mitigation so developers won't shop around," said Garfield County Housing Authority director Sheila

- planner

Andrew McGregor

New tool



**State enabling
legislation**

**29-1-204.5 - Establishment
of multi-jurisdictional
housing authorities**

Roaring Fork Community Housing Fund

**Garfield
County**

\$29,000

**Garfield
County
Housing
Authority**

**Glenwood
Springs**

\$50,000

**I
G
A**

**Regional Housing
Trust Fund
Board of Directors**
(city managers)
\$120,000 annual budget

**Regional Housing
Trust Director**

Carbondale

\$24,000

Basalt

\$13,500

Glenwood Springs
Post Independent

- **Increase the regional cooperation**
- **Increase local government capacity**
- **Use entrepreneurial approach to leverage financing for community goals**

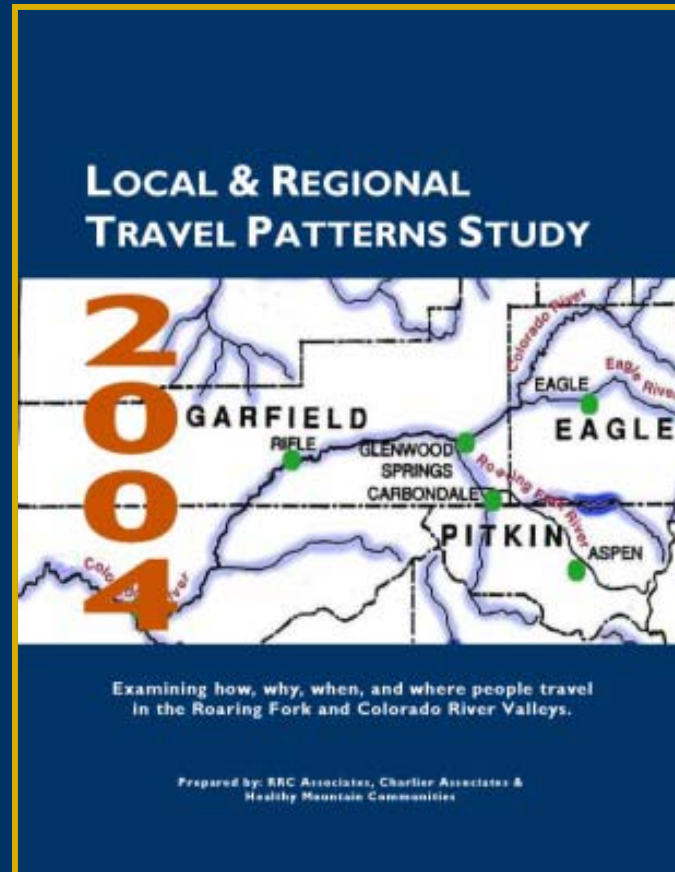
July 11, 2004

Fund to finance affordable housing

Final version up for review by cities, county this month

Why Community Indicators?

Inform and engage



Employees that live in the same community in which they work

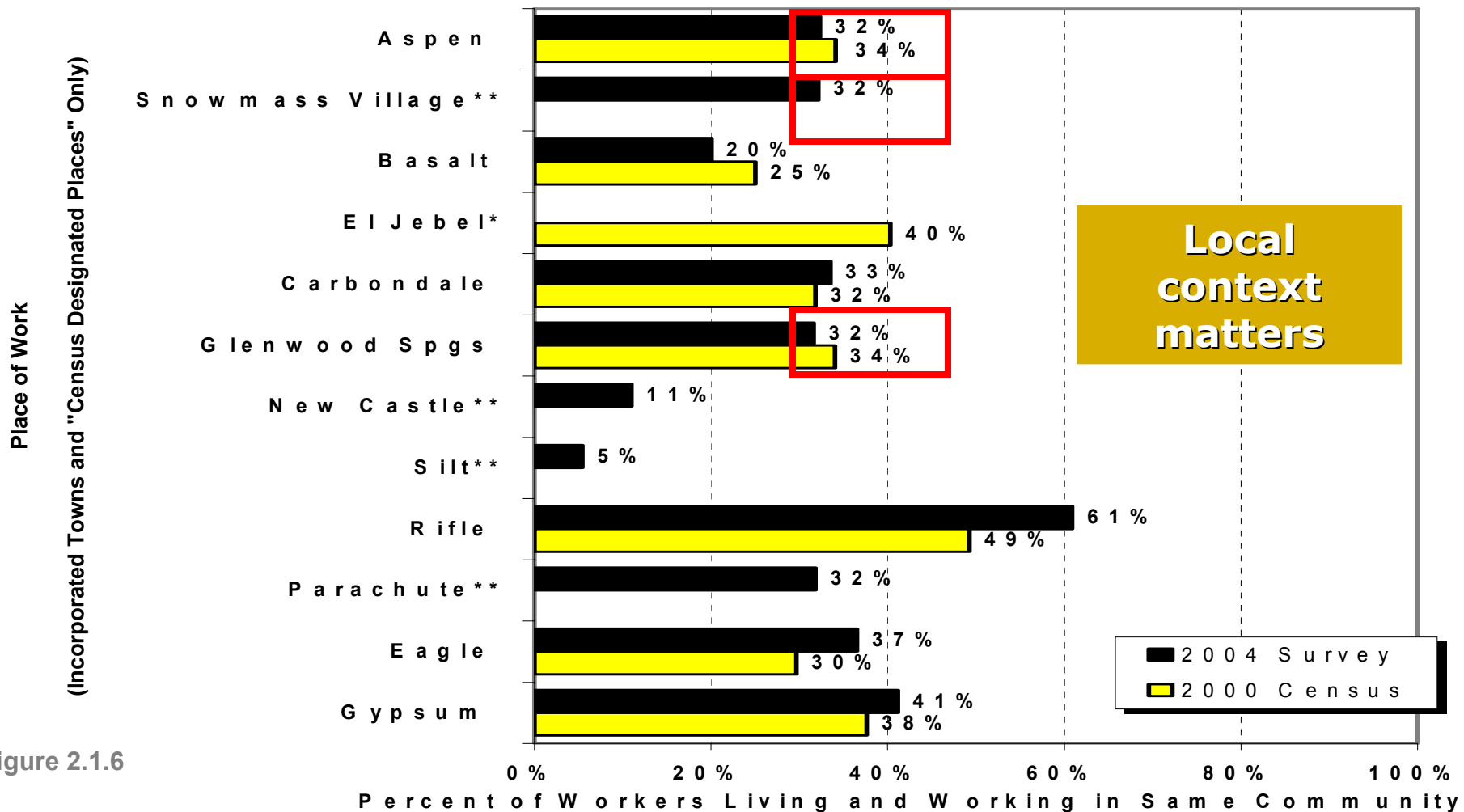


Figure 2.1.6

Source: Bureau of Transportation Statistics; 2000 U S Census; 2004 Employee Survey; R R C Associates, Inc.

*El Jabel sample size below 40 responses.

**Census information for communities with fewer than 2,500 persons in the year 2000 is unavailable. Survey responses for Silt and New Castle were fewer than 40 - interpret with caution.

Common understanding & common ground

Printed on Recycled Paper

MAY 8, 2005

THE OLD WEST



Mt. Sopris rises above a horse pasture near Carbondale. Active spring storm patterns have kept the Elk Mountains

Valley population predicted to double by 2030

By David Frey

Aspen Daily News Correspondent

The valley's population from Aspen to Parachute is expected to double by 2030, a state demographer says, spurred largely by retiring babyboomers.

State Demographer Jim Westcott said the valley's population is expected to reach 212,200 by 2030, up from the 2000 census count of 103,100.

Then, add another 50,000

ly been considered in projections.

"Without any forethought, you're likely to end up with a giant mess, where the residents lose out to the economic drivers."

Jim Westcott

162,800 in 2030.

"Without any forethought, you're likely to end up with a giant mess, where the residents lose out to the economic drivers," Westcott warned a crowd gathered at the Hotel Colorado on Friday for the organization Healthy Mountain Community's annual State of the Valley symposium.

The symposium offers local officials, planners and others a chance to size up how their communities

"Without any forethought, you're going to end up with a giant mess where the residents lose out to the economic drivers."

- Jim Westcott

Commuters 2000 & 2025

Local
context
matters

Sub-area 1

New Castle / Silt / Rifle / Parachute

Sub-area 2

Glennwood

Sub-area 3

Basalt /

Sub-area 5

Area 4

Aspen / Snowmass

2000
trips

2025
trips

15,596

9,210

2,842

972

15,706

5,662

24,862

12,134

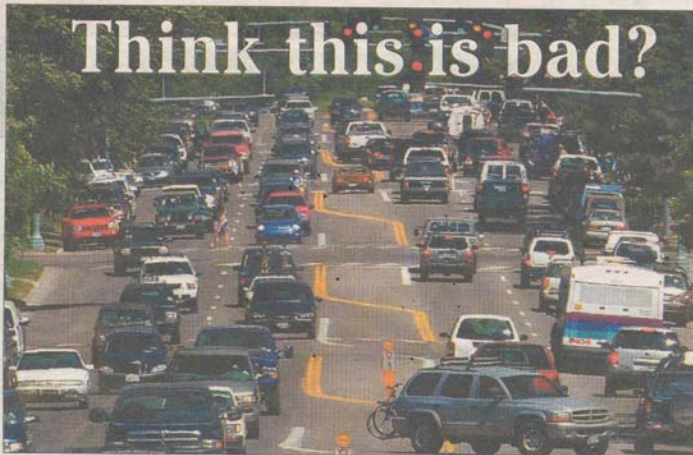
12,386

5,798

Debate to Dialogue

THE ASPEN TIMES

Vol. 18 • No. 106 • MONDAY, APRIL 18, 2005 • FREE • www.aspentimes.com



Think this is bad?

Traffic on 82 is only going to get worse, study says

By Scott Condon
Aspen Times Staff Writer

Traffic on Highway 82 will reach unmanageable levels within 20 years due in large part to the creation of jobs in Aspen and Pitkin County according to an exhaustive report of regional travel patterns.

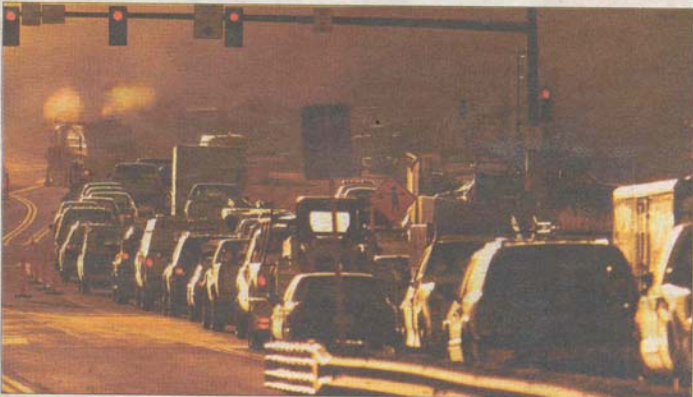
The daily traffic level will increase by about 50 percent on Highway 82 in the next two decades, says the Local and Regional Travel Patterns Study commissioned by Healthy Mountain Communities. The nonprofit organization works on regional issues facing the Roaring Fork and Colorado River valleys.

The study showed that traffic on Interstate 70 in Garfield County could grow by 80 percent.

"It will not be possible to increase roadway capacity by anywhere near these percentages, nor would such an attempt be good policy, given the side effects of highway expansion," the study says. "It also will not be possible to increase transit service."

■ see Traffic on page 7

This is the first of a two-part series looking at the valley's increasing number of commuters. Tuesday's article will look at the study's recommendations for dealing with the new droves of drivers.



Top, vehicles packed Main Street during a recent July Fourth weekend. Above, the early morning commute. In the next 20 years, Highway 82 could see 50 percent more traffic. Aspen Times file photos.

ASPEN TIMES WEEKLY

Volume 106 | Issue Number 22 | Sunday, May 22, 2005 | Free

18,000

new jobs by 2025

Where will they live?
And how will they get to work?

Statement to questions

Inside | Aspen's grid-shaped underbelly | Designing woman Ziska Childs

aspentimes.com

Updated population projections 2030

DEMOGRAPHIC FORECASTS

Eagle, Garfield, and Pitkin Counties
2005-2030

The Watershed Collaborative
Growth Scenarios Project

Fall, 2005



	2000	2030
Eagle County	43,000	88,000
Garfield County	44,300	148,000
Pitkin County	15,800	26,000

ASPEN TIMES WEEKLY

Volume 126 | Issue Number 45 | Sunday, November 6, 2005 | Free

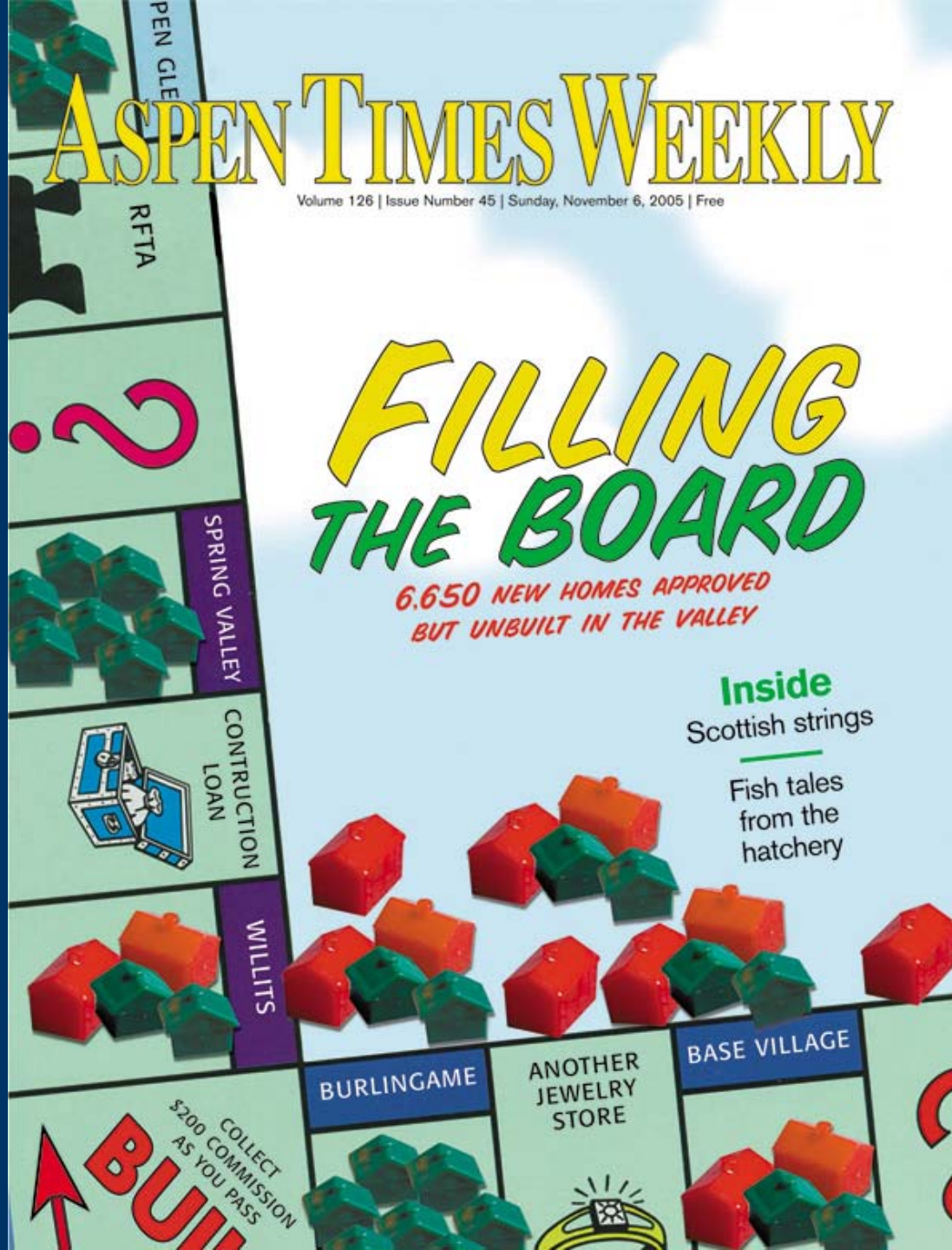
FILLING THE BOARD

*6,650 NEW HOMES APPROVED
BUT UNBUILT IN THE VALLEY*

Inside

Scottish strings

Fish tales
from the
hatchery



Training
the media

Regional collaborative problem-solving

Comment & Opinion

THE ASPEN TIMES EDITORIAL

Yikes! Future looks crowded

Yikes.

That's about all we can say about the fact that there are 6,650 homes between Glenwood Springs and Aspen just waiting to be built. They are all approved, and with a few exceptions the only thing that needs to happen before they're built is for a developer to get a building permit. The opportunity for government review and public comment has long since passed.

Factor in the growth that state demographers have projected between Glenwood Springs and Rifle, and our future becomes even more crowded.

Population growth projected for this region over the next 25 years will, even by cautious estimates, bring a staggering number of people into Garfield, Pitkin and Eagle counties. Garfield County's population is expected to grow from approximately 50,000 today to somewhere between 97,000 and 150,000 by 2030. Pitkin and Eagle counties also are projected to grow considerably during the next 25 years.

It's not hard to imagine how different this place will feel once all those people are living here. Nor is it difficult to imagine all the changes those new souls living and working here will bring to our mountain communities.

New schools will be necessary to educate thousands of children who will be growing up in the Roaring Fork Valley. Transit services will need to be expanded. (Area officials may soon regret killing the idea of a train from Glenwood to Aspen for local commuters and tourists.) Law enforcement and fire protection services will need beefing up. New parks, athletic fields and other recreation programs will be in high demand. Like it or not, government services will grow considerably in the coming years.

If the people living here now are to have any real control over our future, it's critical that their governments prepare for the impacts today.

The seven municipalities and three counties that govern the people living between Aspen and Rifle need to begin looking together for ways to pay for the infrastructure and services that will surely be required.

A regional summit on growth just might be the solution. It would allow local governments to set aside their very real political differences and begin looking for ways to work together to protect the broader community from turning into a suburban disaster on the scale of Southern California.

If ever there were a time for us to set aside our differences and plan for the future, it is now.

"Population growth projected for this region over the next 25 years will, even by cautious estimates, bring a staggering number of people into [the region]."

"A regional summit on growth just might be the solution. It would allow local governments to set aside their very real political difference and begin looking for ways to work together to protect the broader community from turning into a suburban disaster . . ."



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Background

HMC Info
Regional Map
Local Communities

Project AREAs

- Indicators
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- Smart Growth
- Health Insurance
- State of the Valley
- Economics

Contact Info
P.O. Box 1582
Carbondale, CO 81623

Phone:
970-963-5502

Contact us by email

HMC is a 501(c)3 public benefit corporation.

Thanks for your interest!

Last update
10-25-2005



Healthy Mountain Communities

Regional collaboration & innovation - tough challenges have no boundaries

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Indicators

Updated SocioEconomic Profiles

A SocioEconomic Profile

Garfield County, Colorado

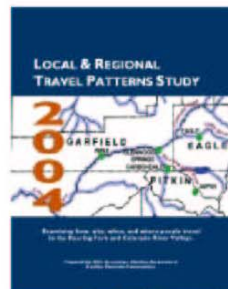
Economic Profile System Community (EPSCE)



[More info >](#)

New Population & Job Projections

[More info >](#)



[Download a copy >](#)

State of the Valley

State of the Valley News

- October 2005 -

- Rifle voters approve one-cent sales tax for parks
- Colorado River Basins Proposal moves to evaluation
- Retail Giants duke it out in Glenwood
- Traffic counts pushes Aspen to create bus only lanes
- Eagle County adopts 9-month moratorium
- Pitkin County health insurance costs jump
- Making health care more like public education
- Watershed Collaborative H2O Group works on outreach
- Studying health effects of oil & gas development
- Garfield County Development Code Updates
- Headwaters Conference - Nov. 4-6, Gunnison
- Peak Oil Conference - Nov. 10-11, Denver

[Read it >](#)

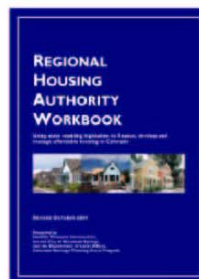
REgional Collaboration

ROARING FORK Community Housing Fund



IGA SIGNED!

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